

Official and Classified ADVERTISEMENTS

Continued from Page 15

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fishing news

May 12, 1978

No. 3378

Est. 1913

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For full details and application form please apply, quoting reference stating post concerned, and giving details of age, qualifications and experience to:-



Appointments Officer,
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SELECTION • THOMSON

INDUSTRY REPORT

'The words we want to hear...'

THERE HAS been a mixed reaction to the House of Commons Expenditure Committee's report on the fishing industry, published last week, but MP's struck a winner with fishermen when they backed their claims for a 50-mile exclusive limit.

"Politically, this is just what the industry needed at a time when it faced a growing crisis," said a spokesman for the British Fishing Federation, Scottish Fishermen's Federation and the National Federation of Fishermen's Organisations. "Fishermen, with justification, have frequently felt neglected in the past. Now the importance to the nation of a viable fishing industry has been clearly spelled out," he added.

In Scotland there was also approval for the report: "I applaud the line it has taken on limits, conservation and oil developments," said David Aitchison, chief-executive of the Scottish Fishermen's Federation.

"For too long we have heard some politicians putting down our claim for a 50-mile zone as a 'parrot cry'."

"Now that a responsible group of MP's recognise the necessity for exclusive control out to 50-miles, perhaps it will put an end to this kind of talk," he added.

Fishing vessel operators at Grimsby felt the report was very timely in view of the miserable plight presently facing the distant water section of the local fleet. "But it does not tell us anything we did not already know," said a spokesman.

"What we must have now is a firm indication from the Government as to what lengths of practical help, ie. cash, the industry can expect to fulfil the positive proposals," he commented.

Grimsby's MP, Austin Mitchell, was rather more critical, saying the report was timid and cautious when firm, bold decisions were needed.

See pages 6 and 7

Norway shuts trawl zones

LIFE IS going to be more difficult for trawlermen fishing off Norway. From May 15, two new areas are to be closed.

These will include one with a 20-mile radius around Bear Island and another of 15-mile around the Spitzbergen Archipelago.

"This does not come as a complete surprise," said a spokesman for the British Fishing Federation. "For some time now, Norway has been threatening to do this because of fears for the young cod stock," he added.

The ban is non-discriminatory but does not apply to shrimp trawling.

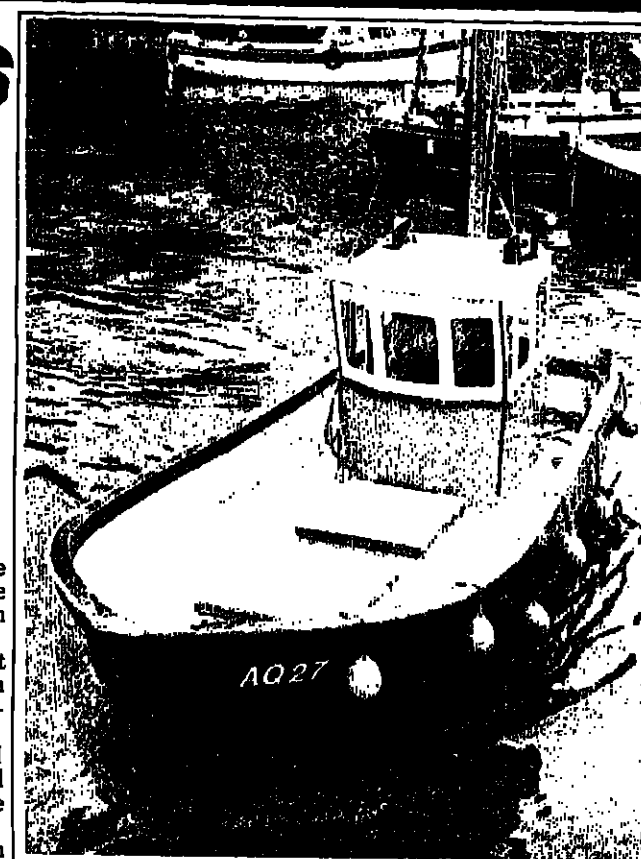
Outside these areas, within the 200-mile zone, fishing will be regulated according to NEAFC recommendations made in June 1977, concerning minimum net mesh size. These measures will apply from July 1.

A NEW 27ft. contender in the fast growing GRP market for fishing boats sails out from Portliver, Cornwall. A 26ft. version of this design is also being produced by Aquarius Marine who are based at the Portliver shipyard. Full details soon.

Findus backs South Bank

FINDUS managing director, Mick Coburn has tipped Hull to take second place in the battle for survival with Grimsby.

Speaking at the opening of a new Findus factory in Grimsby, this week, Mr. Coburn said that trawler owners would have to make up their minds which side of the Humber they want to operate from. He thought that Grimsby would win, but added, that this would not affect his company's developments in Hull.



SEINE FLEET EXPANDING AT GRIMSBY

TWO MORE seiners are due to join the fast expanding Grimsby Fleet.

Consolidated Fisheries Ltd, which took over the entire ten-strong Hull based fleet of anchor-seiners earlier this year, has just bought the Danish anchor-seiners *Hanne Bork* (E 741) and *Ulla Viola* (E 718).

The company now operates 24 small North Sea vessels, including four privately-owned boats, and now has the second largest agency fleet of seiners at the Humber port.

The latest purchases confirm Consolidated's new policy to build up a fleet of modern North Sea fishing vessels to take over, eventually, from its fleet of distant/middle water 140ft. trawlers.

Both vessels, *Hanne Bork* under Skipper Hans Dam and *Ulla Viola* under Skipper Egon Dam, are fishing across from Esbjerg and are expected to land their 'maidens' at Grimsby in about a fortnight.

Things are also beginning to move again on the firm's trawler scene. With seven of its 11-strong fleet of distant/middle water trawlers at the end of last year, Consolidated have now got nine vessels back fishing.

Latest trawler to resume fishing is the 140-ft. *Crystal Palace*, late in April. Now only *Spurs* and *Blackburn* Bovers are still laid-up.

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78ft. MPV Duvent 325hp £17,700
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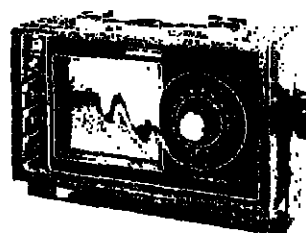
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The Grimsby freezer trawler Goth, after completing a season on mackerel, now goes to Hull.

PORT COUNTS THE COST OF...

Life without the freezers

BRITISH United Trawlers' decision to transfer its six Grimsby freezer trawlers to Hull means the south Humber-side port is now without a distant water freezer for any description for the first time since 1984.

It also reduces the overall Grimsby trawler fleet to a new low of just 63 vessels, and of these 14 distant water freshers, mostly owned by BUT, and one middle/near water, currently awaiting

new spares, are laid-up.

Apart from wartime it is thought these figures represent the smallest numbers of powered trawlers ever to work from Grimsby.

It also means BUT's Grimsby fleet has fallen by 30 trawlers from a total of 54

working vessels in 1974, including ten freezers and 33 distant waters, to just 15 operational middle water freshers and nine distant waters with nowhere to fish.

Even a year ago the company was working 34 vessels from Grimsby, but the freezers *Conqueror* (lost last Christmas) and *Defiance* were transferred to Hull last summer and nine distant waters, with the recent exceptions of *Northern Reward* and *Northern Gift*, have been laid-up since before Christmas.

Last year the BUT freezers landed roughly 7,500 tonnes in the Grimsby fish docks, but as this fish went straight into cold store without being auctioned the transfer is unlikely to have any short or long-term effect on Grimsby's supplies which are primarily wet.

It is also widely known there is plenty of foreign caught frozen fish available and on the very day of the BUT announcement three Norwegian freezer trawlers were discharging almost 1,000 tonnes of frozen fish in a commercial dock.

The most serious effect that the transfer will have is

its financial implications.

The remaining Grimsby fleets must find something like £50,000 paid annually by the freezers to make good the lost dock dues and wharfage charges alone and this figure is expected to increase as laid-up trawlers are sold off.

The 190 shore reductions leave BUT with 145 employees at Grimsby. Some departments were expected to announce provisional details last weekend, but they will not become effective for at least 90 days.

What could make matters worse is the expected shift back to Grimsby of the 100 fishermen who currently are the six freezers. The Grimsby men are known not to be too happy over working from Hull and the general consensus was that it would not be too long before the six trawlers were crewed mostly by 'Yorkies'.

In Grimsby fishing circles the move came as no great surprise. For months such drastic measures have been forecast and a leading fishing vessel owner commenting on the announcement said: "BUT's trouble was that it became too large. It has vast shore assets which nobody else now wants at Hull and Grimsby and in the long run everything has to be paid for by what comes out of the cold end."

"Trawlers don't catch fish tied-up to bollards."

HUMBER TALKS

TALKS have already started to sort out differences between the Humber ports — as recommended by the Expenditure Committee in its report on the fishing industry.

This was revealed at a meeting on Monday, between the All-party Parliamentary Fisheries Committee and representatives of the National Federation of Fishermen's Organisations.

The NFFO had been invited to meet the Committee by Chairman James Johnson, MP, to discuss the fishing industry report.

Grimsby seiner chief Fred Parkes, told the committee that he had already discussed ways on which the ports might co-operate with leading Hull trawler owner, Andrew Marr.

The meeting with MPs, at the House of Commons, also discussed the problems of Fleetwood, which faces rising costs and a declining fleet.

MILFORD HAVEN'S

highly-successful involvement in the south-west mackerel season, with several Hull freezers off-loading their catches on to Nigerian reefer vessels at the port, came to an end last week with the arrival of the stern trawler *St. Benedict*. But there are hopes that the Humber vessels will continue to use the port while fishing for blue whiting.

John Williams, assistant manager for Hull's Boyd Line said: "It looks possible that one or two Boyd ships may be landing catches of blue whiting at Milford Haven in the next two months."

Milford Docks Manager Roy Evans, said that whether the docks would get this increase in trade depended on the economics of the situation. If an overseas market

could be found for blue whiting at the right price he thought they would be handling catches at the port.

Reflecting on the off-loading operation Mr. Evans said: "We're extremely pleased with the season just ending. Since October we've handled more mackerel than we expected to, about 37,000 tons. At peak periods we've employed up to 100 men on unloading the freezer trawlers and loading the reefer vessels."

"They have handled the cargoes very well and work has gone on round the clock and over bank holiday when necessary."

"We've proved to our customers that local labour is adaptable and flexible and I've got nothing but praise for the loaders and the Docks Company staff which have had to cope with a lot of extra work."

Congested Peterhead - new plan

TO EASE the congestion of boats at Peterhead the Harbour Trustees have called for a feasibility study on extensions to the harbour basins.

In addition to seine netters from all parts of the country, the local fleet has been joined by vessels normally on herring and also by Danish vessels working on shrimp.

At a meeting of the trustees on Saturday harbourmaster Capt. Oliver Signorini indicated plans to make more berths available and the conveners are to look into the possibility of extensions to the port's north and south sea walls.

Special arrangements are also visualised for a pontoon for small boats.

While there was a fall off in the value of white fish landings at Peterhead during April compared with the corresponding month a year ago, a substantial increase in overall revenue was revealed in the collector's returns.

The value of white fish catches in April was £2,105,710 compared with £2,319,878 in April 1977 and due on white fish dropped by £4,283.

Revenue for April totalled £88,164 which was £14,634 more than in April 1977 while over the past two months revenue rose by £34,121.

Iceland fish at Grimsby

ICELANDIC fish was landed at Grimsby on Wednesday — and there were no objections from the port's lumpers.

The Belgian trawler *Belgian Lady*, which had been fishing at Iceland made £61,278. Her 1,659-kit catch included 800 of cod and 650 haddock.

With licences for five vessels, Belgium is the last country left fishing at Iceland.

A meeting of lumpers from Aberdeen, Fleetwood and Grimsby is planned for this weekend — and could result in the Icelandic ban being lifted.

fishing news

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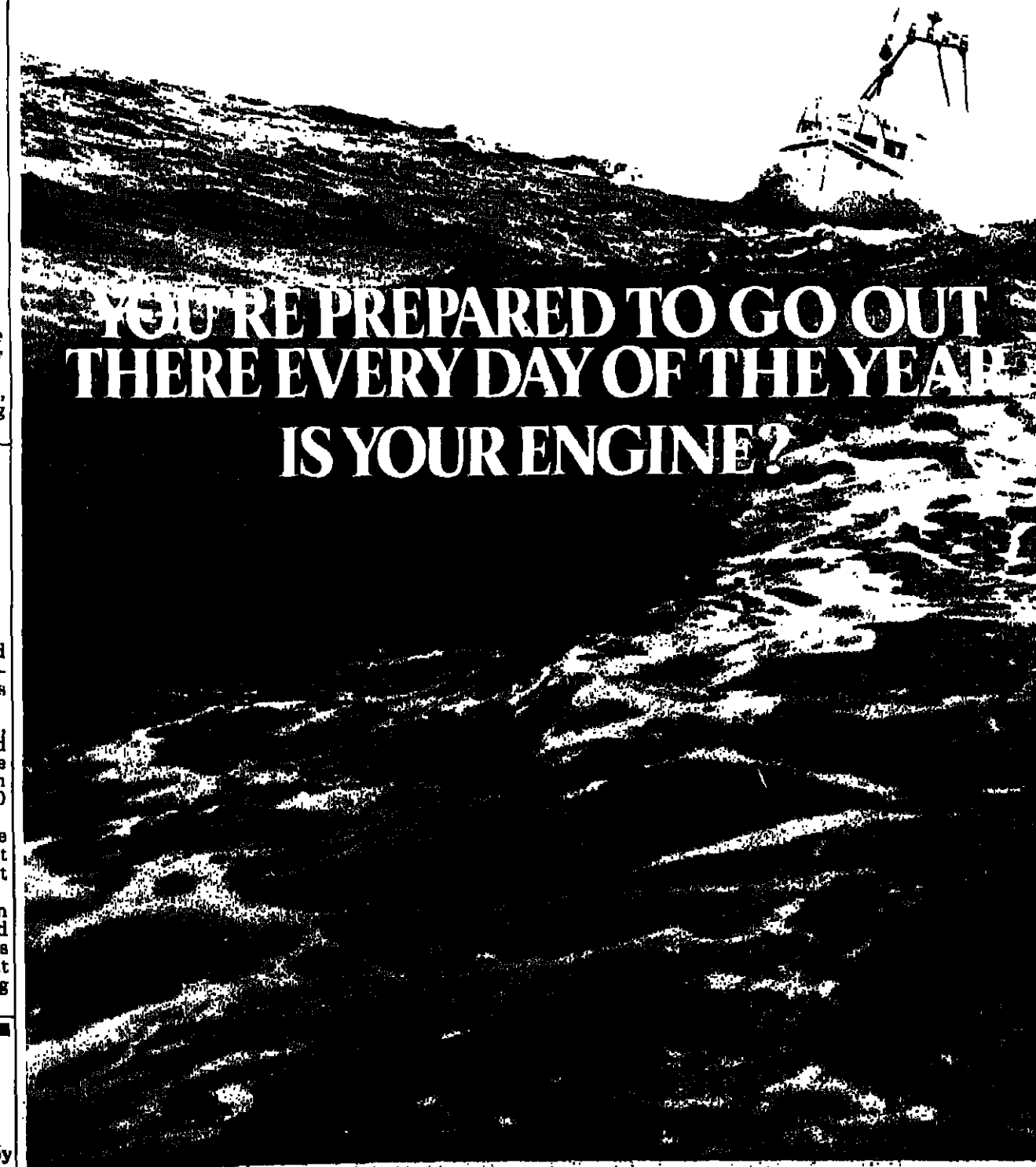
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ABC

A TRADE mission from India aimed at setting-up joint fishing ventures with EEC countries has recently completed a tour of the UK. The Indian delegation called in at Frigate Island, London, cold store in Stratford. Bruce Burden (centre) general manager shows members of the trade mission around the 4.5 million cu. ft. cold store.



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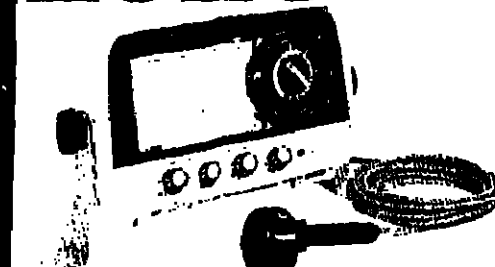
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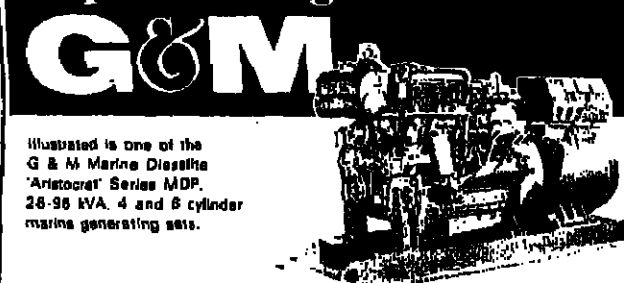


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FISHING NEWS



The 19-year-old William Wilberforce in happier times.

Top trawler bites the dust

THE GRIMSBY distant water trawler William Wilberforce has been sold for scrap.

The 19-year-old vessel, built at Beverley by Cook, Welton & Gemmell for the Boston Group subsidiary, the St. Andrews Steam Fishing Co. was for the first few years of her career based at Hull as H 200.

In 1967 the motor trawler was transferred to Grimsby and registered GY 140, together with the Fleetwood trawlers Princess Elizabeth and Prince Philip, in a move to strengthen Boston's deep water fleet at Grimsby.

The 180-footer was a big success and clocked-up several records in a long and distinguished career at Grimsby which ended last year after completing just ten trips. The vessel has since been laid-up with nowhere to fish.

Stripped

William Wilberforce has been bought by Drapers, the North Humberside shipbreakers, which in March also took delivery of Prince Charles.

There was better news, however, of Volesus the vessel withdrawn and stripped and

which looked virtually certain to be heading for a breaker's yard as well in April.

Boston has now sold Volesus to C. K. Self (Gibraltar) Ltd., a salvage concern from Lincoln which plans to work her on wreck

recovery off the Yorkshire coast.

The Boston Group's dwindling Grimsby fleet of wet fishers has unfortunately had another setback which has reduced its operational vessels through May to just

four vessels.

The stern trawler Baba Halifax is temporarily out of fishing for the installation of winching refinement.

However Boston Comstock has now joined the row of laid-up big distant water after the firm switched back its four north-east Arctic licences, until now used entirely by the Grimsby trawlers, to Hull for use by the firm's freezer.

RUSH FOR DISTANT WATER FISH

FLEETWOOD had its first distant-water landing for some time last week when the J. Marr stern trawler Gavina returned to port from the White Sea grounds.

The vessel's catch of 1,288 kits, including 900 of cod and 200 of haddock was snapped up eagerly and sold for a total of £37,021.

On the same day the French stern trawler Saint Briae landed the week's biggest catch. She had 1,410 kits, including 30 of hake, 100 of cod, 150 of mackerel, 100 of haddock, 80 of whiting,

and 800 of coley, which sold for £29,271.

There were landings by three other French trawlers during the week. De Chante landed 924 kits, including 35 of hake, 55 of cod, 140 of

420 of coley, and 385 of this

ling selling for £22,175. Completing the French line-up was Korrig which made her second landing of the week, she landed 947 kits, including 65 of cod, 510 of mackerel, 100 of haddock, 35 of whittings and 190 of coley, for a grossing of £14,100.

Dock's big loss

FLEETWOOD docks made a deficit of £38,948 last year, according to the annual report of the British Transport Docks Board.

This followed 1976 when the port made its first profit in years. Part of the blame for the decline, the report says, is the decline in fish landing. These totalled 21,000 tonnes — more than 7,000 below those of the previous year.

However, there was an overall increase in the amount of tonnage handled by the port — 31,000 tonnes to take the total to 1,582,000 tonnes.

mackerel, 125 of haddock, 35 of whittings, 375 of coley and 80 of ling worth £22,807. Next in line was Le Verrier with 1,030 kits — 15 of hake, 50 of cod, 40 of mackerel, 30 of haddock,

By far the outstanding nearwater trawler was Morret Jacob. The Irish banner returned from the Morrescombe Bay grounds with more than 40 of mackerel in her total of 70 kits, which sold for an excellent £8,238.

Top local nearwater trawler was Reptilian (M. Oldman) which made 187 kits, £6,624 from 187 kits.

There were only three other landings — and these only nearwater ones — which made the French additions to the total catch extremely welcome, especially in the merchants dealing in varieties.

It was again a week of good demand with good prices for ling paid for almost all varieties.

HOSPITAL TRIP

SKIPPER Dick Taylor has rejoined Nowington's C. S. Forester, earlier than he would have done owing to the illness of Skipper Bill Brettell.

Normally the pair share the command of the vessel, but 14 days before the latest landing, Skipper Brettell

developed acute pains and a high temperature. Skipper Brettell spent days at Hamerley, in Norway, undergoing treatment before being flown back to Hull and then to hospital.

During Bob's time in Grimsby he has assisted every fishing vessel many times start-

May 12, 1978

New service for RSW systems

REFRIGERATION engineers Sparks of Aberdeen Ltd. have been appointed UK spares and service agent for Kvaerner Refrigerated Seawater systems.

Kvaerner Kulte a/s of Sandvika in Norway have been making RSW systems for fishing vessels for 12 years and have some 120 installations now in use.

The first UK purse seiners to be fitted with Kvaerner plants were the Peterhead vessels Vigilant and Pathway. The firm now has about 16 systems in use aboard or on order for the Scottish fleet.

These include model 92/6E plants for the two 100ft. stern trawlers ordered by Richard Iryn and Sons from McTay Marine of Merseyside.

In addition a purse seiner being built at the Vaagland

yard in Norway for Northern Ireland skipper Frank McAlinden will be supplied with a 92/8E installation.

With so many units in use in the UK, Kvaerner feel that it is essential to have service facilities over here, and there will be close liaison between Sparks of Aberdeen and Kvaerner's marketing agent Scandinavian Marine Sales Ltd. of Glasgow.

All spares will be readily available in the UK and the plants utilise British made compressor units from J. and E. Hall.

A LARGE section of the Shetland fleet is now engaged in industrial fishing for sand eels. Last week industrial landings were up by more than 60 per cent on the previous week. 130 arrivals landed 33,700 cwt, worth £108,400.

SWANSEA BOAT FOR NIGERIA

THE SWANSEA based fishing boat Sarla has been sold to a Nigerian firm and will shortly be shipped out to start fishing operations there.

The deal has been arranged through a Swiss investment firm and through London agent Twinmoor Ltd.

Sarla was built by Brian Llewellyn of Swansea last year at Briton Ferry.

Trouble with hydraulic equipment has prevented her from completing a full fishing season and lately she has been engaged in experimental long-lining.

Sarla is 45ft. long and was designed by Brian Llewellyn, what she lacks in elegance she makes-up in practicality.

The low forward wheelhouse let into the

forecastle gives a large clear aft deck.

Unusually for a vessel of this size, Sarla is fitted with a stern ramp meaning that a low gantry can be employed and makes the job of hauling in the trawl much easier.

Built of steel, Sarla meets the DTT safety rules and despite being built without the aid of proper drawings, she passed the stringent stability requirements with ease and has proved a good sea boat.

She is powered by a 257 hp Dorman diesel which drives through a Self Change gearbox.

The large engine room is located amidships with the fish hold aft. Berths for a crew of four are situated forward but the vessel has been found capable of being worked with a two-man crew.

'Swinging' Bob bows out

CAPTAIN R. E. H. "Bob" Parsons, the senior certificated compass adjuster in Great Britain and one of the most popular figures on Grimsby fish docks retired last Friday after 22 years of 'swinging' with Olsens on South Humberside.

Bob began his sea-going career in 1929 with the Newcastle shipping line R. Chapman & Son. He served on four of their ships, specialising in navigation, until being called-up into the RNR during the last war.

After commanding two RN ships he became an RN Swinging Officer in 1943, more or less, by chance, yet took to the work so well that on demob in 1946 he was Senior SO at Rosyth.

It was during the war that Bob had the distinction of serving in all three branches of the armed forces at one and the same time.

Whilst waiting to join a course on leave from the navy he took a part-time job as the skipper of a Tyne ferry. Part of his duties included a stint of fire watching, but he didn't fancy this and to gain exemption joined the Home Guard where he was seconded into the auxiliary air service.

In his last year on naval service he obtained his Compass Adjuster Certificate from the Ministry of Transport and followed demob work on the Tyne until he was invited to join Olsens at Grimsby in 1966, remaining there ever since.

He is still an active member of the local branch of the Master Mariners' Association, taking the chair in 1961 and 1977, but is probably best known as the hon. secretary, a position he has held for over eight years.



Bob Parsons: UK senior certificated compass adjuster has just retired.

With the steamer Grimsby Town and ending up with the anchor-seiner Binks.

A jovial, easy-going man with an enormous capacity for work, Bob told Fishing News: "I've enjoyed every minute of it. It's never really been a job to me, it's been more of a hobby."

Looking back over the years he added: "The biggest change I've seen is I suppose, an adverse one — when I retired there will be only 31 certificated adjusters left in the country."

"Nowadays the trouble is there's so much electronic equipment on the smaller vessels, like the seiners, that the poor old magnetic compass hardly has a hope of being operating properly."

FISHING NEWS

Transferred boats row:

FLEETWOOD MEN TO STAY ON AT ABERDEEN

A ROW over Fleetwood trawlermen continuing to man their vessels now working out of Aberdeen has been resolved.

Bill Read, Aberdeen district secretary of the Transport and General Workers' Union, said that there had been a long standing agreement that job vacancies should be taken up by local men.

But there had been a number of meetings with BUT — owners of the vessels and as far as the union was concerned the Fleetwood men could work from the port indefinitely.

Main concern, said Mr. Read, was to ensure that the vessels continue to sail. BUT had said that if there are difficulties the vessels will be tied up, he added.

The demands for unemployed Aberdeen fishermen to be given the jobs had come from a tiny but

vocal minority of Scottish Nationalist sympathisers with the branch, pointed out Mr. Read.

Andrew Lewis, BUT's principal at Aberdeen, said the union had resolved any problems there were over employing Fleetwood men. He said that he did not believe there was any ill-will in the port and said that there was absolutely no Scottish Nationalist feeling at Aber-

deen. There were the same difficulties when men from another Scottish port moved to Aberdeen.

At present there are three BUT vessels from the Wyre fleet sailing out of Aberdeen. They are Wyre Revenge, Wyre Defence and Wyre Vanguard. Wyre Conqueror will join them shortly.

The Fleetwood men come back to Fleetwood after every two trips.

PART-TIME fishermen in Brighton have denied that their catches are depriving the professionals of a living.

"Our boats are around 14ft. and carry eight or ten nets," said part-timer Peter Kinsey, who works as a dustman.

"The professionals have much bigger boats with an average of 50 nets. What we catch is a drop in the ocean."

But George Wheeler, of the Brighton Fishermen and Boatmen Protection Society, insists that the professionals are losing out. He has suggested the part-timers would be provided with tax numbers as a form of control.

"The people we are objecting to use as many nets as a professional," he said. "These part-timers are catching as much as we do sometimes and selling them without having to pay tax."

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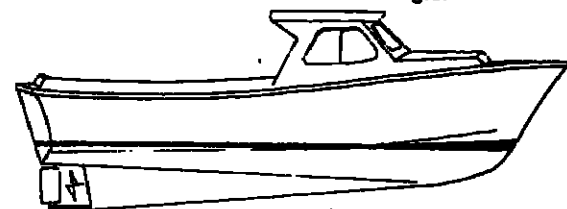
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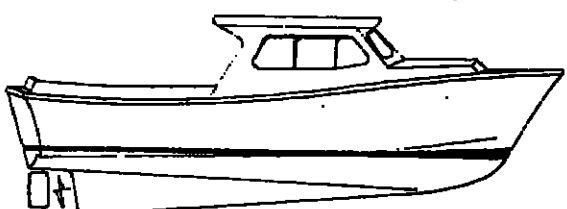
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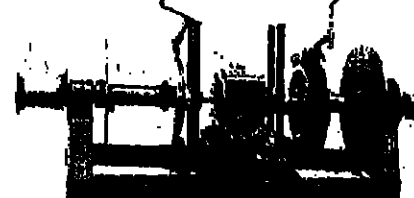
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FISHING INDUSTRY

Hattersley messed up deal with Iceland

BRITISH vessels could have been fishing at Iceland today if the negotiations had been handled properly.

Minister, Roy Hattersley, came in for some criticism from the Expenditure Committee because he did not take account of the poor state of Icelandic stocks.

He should have accepted a severe cut-back in the UK catch and ensured a gradual reduction in effort by British vessels.

A gradual phasing-out period would have bought the fleet time to find other stocks. The Foreign Office was also criticised for the way it handled the whole question of fishing rights. Obsessed with maintaining the right of passage and freedom of the high seas, the FO was slow to recognise the political force of the move to 200-mile limits.

'Unwise'

The Expenditure Committee further maintained that it was "unwise" of Mr. Hattersley to retreat from demands for a 50-mile exclusive fishing zone in the EEC negotiations.

Had the Government appreciated in time the advantage of adopting a strategy of exclusive fishing zones, it might have rejected more firmly the principle of "common access" in the EEC policy.

The industry was urged by the report, to open up British ports to Icelandic vessels. Although the ban had been lifted at Hull, there was no useful purpose seen in stopping Icelandic vessels coming into Grimsby and Fleetwood.

Ten years 'hard' on herring

SEVERE restrictions will be needed on herring for another five years and could possibly go on for a decade. Herring can no longer be regarded as a species for fishmeal production, says the Expenditure Committee.

The industry was criticised for not showing "more understanding and restraint" when it came to dealing with scientists and fishery administrators on conservation. The problems of over-fishing were blamed on the "adoption of the purse seine, coupled with the use of modern fish finding apparatus and substantially increased engine power".

The failure by the North East Atlantic Fisheries Commission to bring in conservation measures was seen as the reason for the present critical state of the herring stocks.

MAIN RECOMMENDATIONS

of the Expenditure Committee which investigated the fishing industry.

- 50-mile exclusive zone
- Bilateral negotiations with Norway
- Relax ban on Icelandic landings
- Develop line fishing
- South-west harbour improvements
- Deepsea decasualisation scheme
- Training Board for fishing
- WFA and HIB should continue
- Explore South Atlantic
- Clarify fish farming laws
- Compensation for loss of fishing grounds to oil developments

DUMPING DETERRENT

THROW FISH overboard and lose your licence. This is the kind of penalty the Expenditure Committee wants to see, to stop discarding of fish at sea.

Evidence had been given to the Committee showing the survival rate of any fish put back into the sea was small. This particularly applied to mackerel which was described as a 'neurotic fish', going into a state of shock as soon as it was caught in a trawl or purse seine.

The committee maintained: "If a fisherman's catch is limited by quota he will clearly try to fill it with top quality fish; and if he is forbidden to discard the surplus, he will surely follow that he will try to avoid catching them."

The Committee accepted a Ministry view that where quotas were not in force, fishermen forced to land all the fish they catch, might be encouraged to be more casual as to where they fished and discourage them from operating in areas where there are large fish.

Accepting that it would be difficult to enforce a no-discard rule, the Committee said that threat of a licence being withdrawn on a restricted fishery should prove an effective deterrent.

Stick with same mesh

THE PRESENT 70mm not mesh used by British fishermen for *Nephrops* should be retained. Gear should be developed allowing more chance for small white fish to escape, while retaining the 70mm mesh.

This would be preferable to adopting an ICES recommendation, says the Committee, for an increase in mesh sizes which is suggested, would bring small long-term gains in catches.

With stocks of *Nephrops* now fully exploited, British fishermen were urged not to ignore the smaller areas off the Labrador Bank in the Celtic Sea — where the French were having it all to themselves. The committee also suggested that there might be

additional stocks of *Nephrops* to the west of the Hebrides. The Committee was urged to exploit the unexploited crab stocks of the Welsh coast and the west coast of Scotland.

The development of the fisheries would need advanced processing facilities. It has been suggested that Government assistance would be needed to mount a cost processing operation but, the Committee said, it would be worth the risk.

Abundant solid resources could also be taken advantage of, if an effort was made to promote it at home. There was a possibility the new queen scallop grounds could be discovered by means of a systematic search. The Committee noted the finding new 'queen' beds, also been mainly left to fishermen.

MACKEREL IN DANGER

CORNISH mackerel stocks have been over-exploited and may have to be rebuilt. While North Sea stocks have recovered quickly from overfishing by the Norwegians, the Expenditure Committee warns that a repeat situation cannot be guaranteed in the south-west.

The committee bases its findings on a comparison of reported catches and recommended TAC's. "Total catches reported in 1976 and 1977 were about 600,000 and 460,000-tonnes respectively, of which Soviet-bloc countries accounted for 384,000-tonnes in 1976 and 279,000-tonnes in 1977."

"ICES, however, recommended TAC's of 250,000-tonnes in 1977 and 246,000-tonnes in 1978. The discrepancy is obvious and indicates a need to halve the fishing effort compared with 1976 and 1977."

Doubts were expressed about the reliability of scientific information on which to base TAC's and other conservation measures on mackerel. While new scientific surveys were now being made to check on the size of the south-west stocks, the present one million tonnes estimate was regarded by the committee as a "suspiciously round figure".

Evidence had been given to the Committee showing that the local handline fishery had virtually been wiped-out by the influx of

large and powerful vessels on the Cornish grounds. Although hopes had been expressed by the British Fishing Federation that there could be fuller exploitation of the mackerel, the Committee urged the Government to give close attention to this but, at the same time, provide safeguards for local fishermen. The Committee noted that any further development of the mackerel fishery would need a generous quota allocation from the EEC for UK fishermen.

Ripe for review

"TIME is ripe for a review of the powers and areas of responsibility of Sea Fisheries Committees," says the Expenditure Committee. But it refused to go along with the recommendation that industry representatives should over the role of the Committees.

Although there had been complaints from Scottish fishermen that by-law regulations adapted to local conditions were being imposed, the Committee said that any such regulations against an unregulated fishery would be the Minister's responsibility. Ignorance of local by-laws of fishermen themselves was also a factor, says the report.

'Primitive' Shields gets new hope

USERS OF the fishing quay at North Shields have received powerful support in their demands for a new harbour from the Expenditure Committee which severely criticises the present "intolerably primitive" conditions.

The MPs say that the Port of Tyne Authority — the body that controls the existing fish quay — should be stripped of responsibility for fish landing facilities at North Shields, and the job given to Tyne and Wear County Council and North Tyneside Borough Council which have supported calls for a new harbour.

The Port of Tyne Authority "lacks the necessary enthusiasm and will to undertake this major operation," states the report.

Recent estimates of the cost of a new harbour reckon it will be in the region of £10m.

The committee says: "The fish quay is dangerous, inadequate and incapable of expansion, and processing is carried on in intolerably primitive conditions; much fish gutting takes place in the sheds."

Plans for a new harbour have already been drawn-up and land for back-up buildings is already earmarked, but the Port of Tyne Authority doubts whether the scheme will be financially viable.

The MPs call on the Government to co-operate

Swim for your job

SWIMMING lessons could become compulsory for all fishermen if they want to keep their jobs. The Expenditure Committee says that in the course of its investigations, it was "concerned" to learn that many fishermen cannot swim. While recognising that this situation cannot be changed quickly, the report recommends that it should be obligatory for all to have a basic swimming and life-saving certificate by January 1980.

The two local councils in exploring all possible cash resources for a new harbour — including an application for help from the Common Market.

Mr. R. Offord, president of the North Shields Wholesalers

PATROL

SHORE BASED vehicles could be an effective way of patrolling inshore waters. The Expenditure Committee recommended a study of the operation of this kind being carried out in Denmark.

The Danish system involves a Land Rover with a radar fitted, and which can be inflated boat. This provides an easy and cheap way of monitoring suspicious vessels and the towed boat can be quickly launched to intercept.

Fish Merchants' Association, says: "The Committee is absolutely right. We are working in the dark ages here. Nothing has changed on this quay for over 50 years, it's ridiculous."

The secretary of the North East Fishing Vessel Owners Association, which is based at North Shields said a new harbour was essential if the port is to expand.

He said the site of the new harbour was ideal, being close to the mouth of the Tyne and giving quick access to the North Sea fishing grounds.

Mike Burton, managing director of Newington Trawlers Ltd., who backed his faith in the port three years ago when he moved there from Hull with seven new and purpose built vessels, says: "A new harbour must be built if North Shields is going to assume its rightful place as the premier fishing port in the North of England."

"At present there are about 60 ships a week landing at the port with up to 100 at the height of the season," he said.

Mr. Burton said that North Shields was ideally placed geographically for access both to the fishing grounds and markets in the Midlands and south of England.

PLYMOUTH SET-BACK

PLYMOUTH'S chances of expanding as a major fishing centre in the South West appear to have suffered a set-back.

The report says there is general agreement that two main harbours are needed in the SW to cater for the bigger boats now involved in the mackerel fishery. One should be Newlyn, and the other at Plymouth or Falmouth.

MPs say that studies are being made, and refuse to recommend at this stage where the second main harbour should be.

The committee says: "While we believe there may be a case for at least one sizeable improvement scheme, any proposal for a second would have to be strongly argued and thoroughly examined."

The MPs stress that the Government should provide special help in areas where the industry has to contract over the next few years. They add: "The special position of local communities of fishermen in Devon and Cornwall, heavily dependent upon returns from the mackerel fishing in recent years, should be fully safeguarded."

Salmon-taking the safe course

SIR: Recent correspondence on illegal salmon fishing off Scotland has obscured the real issue at stake. It is not a question of who should catch salmon, but how they should be caught.

The controversy of drift-net versus established Scottish methods was studied carefully by the Hunter Committee many years ago, and they were emphatic that established methods of fishing were preferable in the interests of efficient management of salmon stocks. Their views are endorsed by the scientists now responsible for the research on which salmon legislation is based.

The resulting ban on drift and hang-nets did not only affect herring and white fish boats which had taken to salmon fishing; established salmon netmen who had gone over to drift and hang-netting had to scrap their new gear and revert to their former methods. Scottish salmon stocks are

generally acknowledged to be the best managed in the World. Besides supporting about 1,600 established netmen whole and part-time, without any subsidy, they provide a valuable tourist attraction through the up-river rod fishery.

In countries where drift-netting is allowed, management of the salmon stock is much less effective. The English, the Irish and the Norwegians all have ostensibly legal drift-net fisheries which have got out of hand, with the result that no one knows how stocks are faring, although rod fishers report falling catches. The established salmon

fishery in Scotland is not an exclusive preserve. The Crown and other Government bodies are still by far the largest owners of salmon netting rights, and these are normally let on ten-year leases with no security of tenure. Anyone is free to tender for them on the expiry of a lease, and the highest tender is normally accepted.

Those fisheries which have passed into private hands may be sold or let at the discretion of the owner, in much the same way as are farms.

The Government is therefore faced with a choice. Either it can ensure future supplies of salmon by adhering to established fishing methods, or else it can allow dealer methods and lose control of the stock of fish.

With so many other over-

fishing problems already on its hands, it is not surprising that it accepts the advice of its scientific advisers, and adopts the safer course.

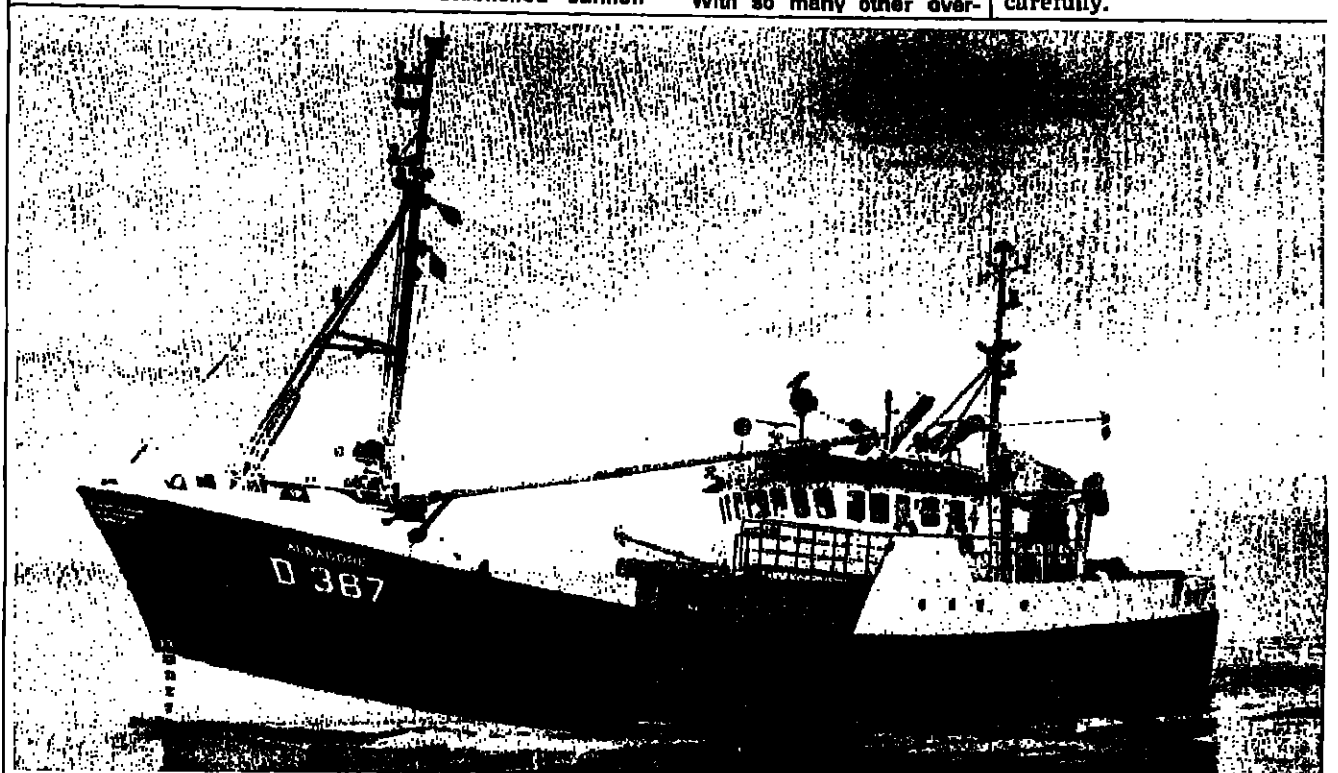
W. A. KING-WEBSTER, Innerwell Fishery, Garlieston, Scotland.

A GOVERNMENT grant is likely to be made available next year for the first phase of a scheme to build a new harbour at Scalloway, Shetland.

This follows a visit by representatives of the Scottish Department of Agriculture and Fisheries to Shetland, last week.

At a public meeting after their tour of the site, officials said the Department would consider the proposals carefully.

LETTERS



'ALBACORE' All the way with Decca

Built by the Dutch yard of Maaskant & Zonen for Skipper Kevin McHugh of Killybegs, ALBACORE, new flagship of the Irish fishing fleet, is designed for purse seining and single boat or pair trawling and is equipped for extended fishing trips. 'ALBACORE' continues the trend towards bigger and better equipped vessels and makes extensive use of sophisticated navigational and fishfinding techniques to achieve maximum profitability.

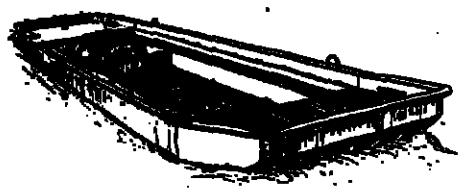
Decca equipment has been selected almost exclusively for this purpose and includes the Decca Navigator Mk21 receiver, 350T Track Plotter, Decca

RM1216A radar, Decca DP 450G autopilot and Microtecnica 'Sirius' gyro compass. Her comprehensive range of Simrad fish-finding electronics includes the new CD Sonar Situation Display, ST sonar, EQ38 and EQ50 echo sounders, CI echo scope and MC scale expansion unit, FB net sounder and FI trawl watch. The vessel is also fitted with 'Sailor' SSB radio-telephone and VHF communications equipment.

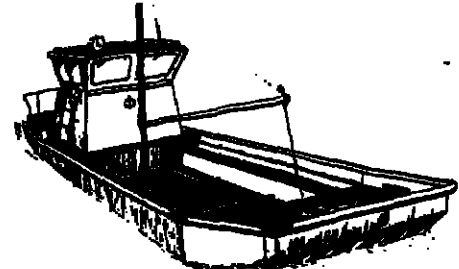
The Decca Navigator Company Limited
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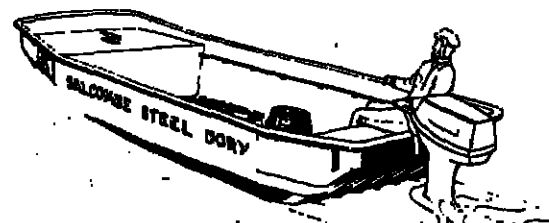
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MILTON LAMINATES LTD

Gill net boom on the way

IT IS beginning to look as though inshore gill net fishing could be the next really big development at Grimsby.

The skilful working of trawl curtains of stationary nets over and around wrecks for cod has been so ably pioneered by Erik Loe, and more recently by Olaf Christensen that already several of Grimsby's top-notch seining skipper-owners are giving the matter more than serious consideration.

One or two skippers are reported to have already tested out a few tangle nets on normal seining trips. However, it would have been wrong to name anyone at this stage until more definite plans are laid.

Backing-up

Backing up the considerable local achievements have been strings of big grossings by visiting gill netters from Denmark where this method is really mushrooming.

Sometimes through May and part of June there can be a bit of a lull for the 'wreckers' and Erik Loe is taking time out to re-engine Wardley.

The new installation is a DS 11 Scania developing 235 bhp at 1,800 rpm and a Newage fixed pitch stern gear is also being fitted.

It's another big success story for the Scanlink engine agency on South Humber, which has now picked up four of the last seven re-engine jobs at Grimsby.

Carrying out the main work is Consolidated Fisheries Ltd., which has just set-up a new small boat repairs division at Grimsby called Consolidated Fisheries Seiner Repairs.

Heading this new venture is Derek Parrott, the outside manager with Marine Diesel for almost 25 years, and one of Grimsby's top marine engineers who is known practically to everyone in the industry as 'Digger'.



Final rigging work in progress before Canby begins her pair trawling career from Grimsby.

INSHORE at Grimsby

A MONTHLY FEATURE

Consol already has existing workshops by the Riby Square entrance to Grimsby fish docks, which have been used for years by the firm's trawling division.

Now the new self-contained organisation has full facilities and 30 trained staff for every type of small boat job, including shipwright's work, electrical and hydraulic repairs or installations.

It is thought to be the first time Consol has set its stall out for outside work and, inside the first month, 'Digger' had Danbri's Mary Rann and the Jubilee's Gladys (last year's top seiner) on Consol's books for work, plus another possible re-engineing on a Scarborough vessel.

The Wardley job, by the

way, includes a new engineroom casing, fabricated in Consol's boiler shop, and some structural alterations to the wheelhouse which Bridges & Salmon has in hand.

Consol's new set-up primarily got off the ground to look after the firm's own large fleet of seiners.

Control

In an internal re-arrangement director and trawler manager, Don Lister, has overall control of the ten strong fleet of 'Borg' boats, plus the eight other company-owned seiners formerly under the wing of Norman Slater.

Mr. Slater ran these in the old Mudd's office together with the privately owned Bellona, Bekimael, Kevan and Wardley.

He will now continue to



The Whitty inshore C&S and Scoresby on a recent visit to Grimsby. More and more of the Yorkshire fleet of pocket trawlers is now visiting the port and landing to all the main agencies.

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It's an entirely complimentary title bestowed on Egon as the active head of several generations of the Dam family who are all superb seine fishermen.

After 12 years working from Hull Egon, like some of the other skippers, is considering moving to Grimsby. Recently when talking about the change he told *Fishing News*: "Grimsby's a bit different, but it's better than Hull and that's for sure. So far we've no complaints at all."

Egon, who likes working the east side of the North Sea, added: "There's no fish up this year and it's the first year there's been heavy fishing off the German coast, where the grounds are tough and very hard on gear."

Another firm to feel the wind of change this year is Thomas Hamling's Grimsby subsidiary, A. E. Richardson & Co. Ltd. Things are now running very smoothly and his combined duties as the senior fish salesman in Consol's growing fleet.

The 'Borg' boats are really settled in well at Grimsby. After three years apiece only two boats are less than £15,000 and more than half of the Grimsby vessels have comparable figures after just one year.

Four 'Borgs' were sold over £20,000 with Egon on £27,000 narrowly ahead of 'The Godfather', Skipper Egon Dam in Christchurch.

The inshore 'cruiser' Venue has left Grimsby for Boston, but Margon Hansen's *Streymoy* is back inshore trawling with that amiable Geordie, Dave Horsley, in command.

Back with the seiners, Skipper Harry Thomsen's Eabjerg purchase *Fiona Thomsen* (GY 204) looks just the sort of vessel to keep him amongst the port's pacemakers, whilst Skipper Jimmy Howard's *Earne* is expected to fit the new Loesie Hydraulics deck gear this month.

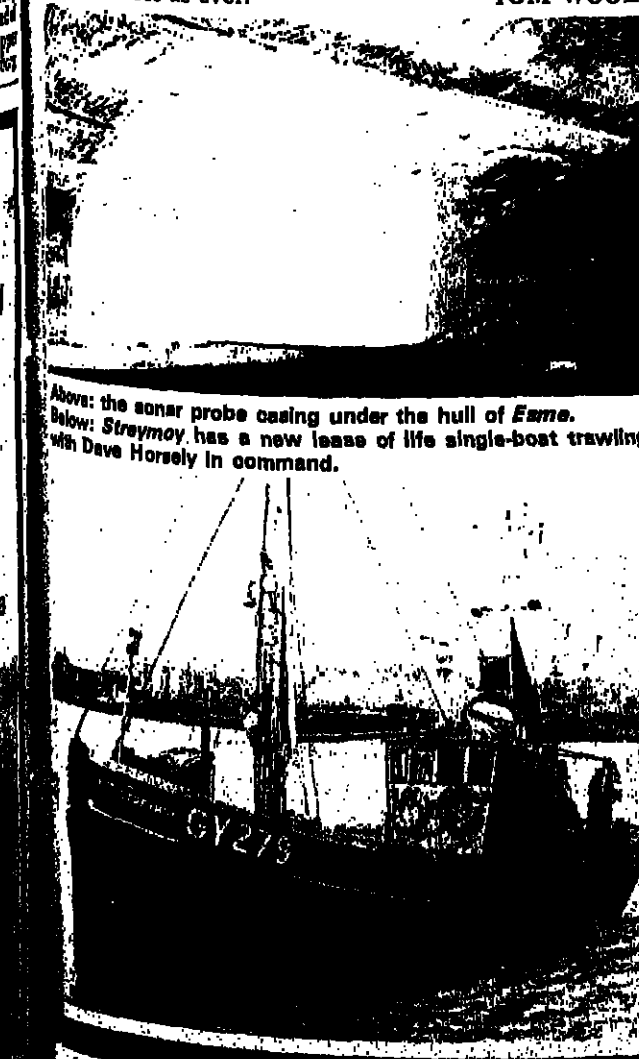
Tidy

Earne has just fitted a Furuno FH105 sonar (the second installation at Grimsby), complete with an extremely tidy hull probe casing.

For fishing number addicts, Sleight's Canby (ex-Eschol, FR 248) is now GY 374 and at last ready to pair up with Danbri's *Leanda*. Also back to pairing is Skanderborg, now owned by Alec Russell, which is teamed with Tommy Scorer's *Kahleen*.

April was a sad month for Alec who lost his faithful dog on the roads. For everyone who knew it (and who didn't?) the docks won't seem the same place without that quite remarkable animal.

TOM WOOD



Above: the sonar probe casing under the hull of *Earne*. Below: *Streymoy* has a new lease of life single-boat trawling with Dave Horsley in command.

... Recalling some of the stories which appeared in our columns this week 50 years ago.

MAY 12, 1928

HERRING prices fall to 17½ for 1d during Millford glut.

ABERDEEN fish expert, W. S. Euston, accredited with inventing fish filleting.

HULL trawler *Tervani* arrested for alleged illegal trawling off Iceland 20 months ago. Questions asked in Parliament.

CONSOLIDATED Fisheries, which owns the entire trawling fleet at Swansea, to order 25 new boats for the Welsh port. First five ordered from Cochrane.

THE first big long-liner built for Grimsby in 20 years completes trials. *Juliana*, built by Cochrane for the Crampin Steam Fishing Co., is 138ft. long and has a special line hauler.

AUSTRALIA'S fishing industry catching £1m worth of fish a year. It has "great possibilities".

PART of advice to boat sea-sickness: "Faith is essential, and in the strength of it any man may go a-trawling forty days in the North Sea without discomfort".

DEVON SEA Fisheries District Committee request Government to instruct Customs officials at fishing ports to issue receipt forms to oil merchants to enable fishermen to tax free petrol.



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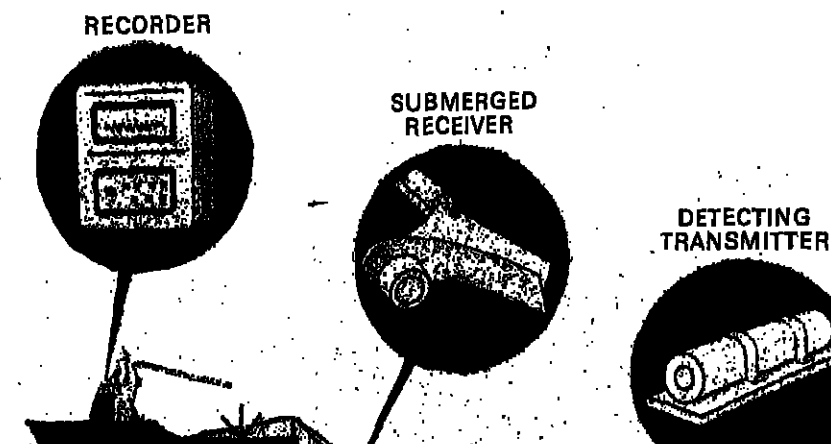
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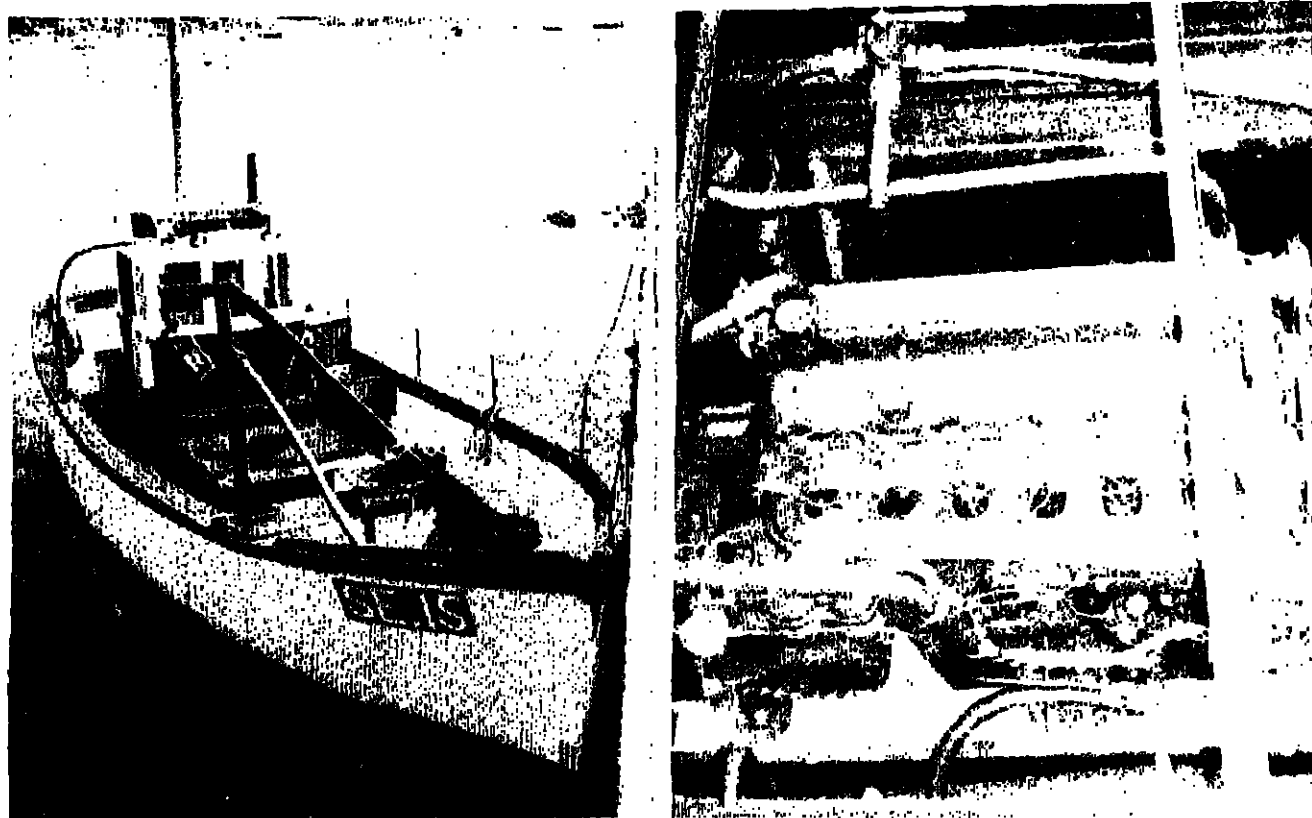
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The 32 ft. Hinks-built crabber, *Westward Girl*, with the AIFO/Fiat marine diesel engine. She is the first commercial fishing vessel to be fitted with this engine.

Crabber refitted with Fiat power

WESTWARD GIRL has become one of the first commercial fishing vessels in the UK to be fitted with an AIFO/Fiat marine diesel engine after a refit by Winters Boatyard of Salcombe.

The vessel, a 32 ft. Hinks-built crabber launched in 1967, is co-owned by R. Baylay and F. Inch of Salcombe. She was originally fitted with a 43 hp Lister engine and had a shaft-driven capstan head mounted on a raised foredeck.

This equipment, as well as

the foredeck, was removed and replaced by an AIFO/Fiat 808AM six-cylinder marine diesel engine rated at 135 bhp at 3,200 rpm. As there are heavy demands on the gearboxes of crabbers, a 73C Borg Warner 2:1 reduction unit was fitted, driving a Bruntons 23 in., three-bladed propeller.

A PTO shaft, bolted to the front end of the crankshaft, provides the 30 to 40 hp required to drive the pump for a Celtic Slave 1,600 kg. hauler which is pedestal-mounted on the new flush deck.

The vessel was re-equipped with Wills Ridley hydraulic steering and davit arm and the owners are receiving engine and improvement grants from the White Fish Authority.

As this is the first AIFO/Fiat 808AM engine to be fitted under a WFA re-engining grant, the unit must give one year's satisfactory service to earn subsequent types WFA approval.

In the meantime, similar engine models installed under WFA grant schemes within the one-year period will have to satisfy the same conditions up until the first engine has completed its trial term.

Initial trials have now been completed to WFA satisfaction and *Westward Girl* has returned to crabbing. The owners say that the engine is capable of coping with work loads and, in performance, has exceeded all their expectations.

They can now reach the grounds significantly faster — cruising at 8 knots at 2,200

rpm — and during trials sustained speeds of over 10 knots were achieved at 2,800 rpm, the engine at all times giving quiet, smooth running.

Other AIFO/Fiat engine commercial installations now being undertaken in the West Country include a Cygnus GM37 and a new Aquarius Marine 30 ft. fishing hull.

The Cygnus GM37 being fitted out by Western Workboats has an AIFO/Fiat CP3M six-cylinder diesel engine rated at 160 bhp at 2,600 rpm. The engine is fitted with a Twin-Disc MG509 gearbox driving a complete set of Bruntons stern gear which includes a four-blade propeller. A front PTO shaft drives a Celtic Slave line hauler and the vessel, to be used as a crabber, will be based in Dartmouth.

Aquarius Marine of Porthleven, which has recently launched the prototype of its 27 ft. to 30 ft. range of fishing vessels, will be fitting a four-cylinder AIFO/Fiat 804AM of 90 bhp at 3,200 rpm diesel to their 30 ft. demonstrator hull.

This vessel is scheduled to appear at the South West Boat Show.

AIFO/Fiat produce a range of 11 marine diesel engines, ranging from the three-cylinder 50 hp to the V-8 turbo-charged 500 hp unit.

Engines are supplied through three companies — Winters Marine of Salcombe, Devon; Bristol Channel Marine of Poole, Dorset, and A.W.D. Aggreco of Glasgow, Scotland.

Mitchell launch

THE G. PERCY Mitchell yard of Port Mellon in Cornwall is back to building timber fishing boats with the launching of a 28-footer — *Superb II* — on Tuesday.

Designed by Gary Mitchell and constructed of larch on oak, she is for local Mevagissey skipper, Alan Furse, who will use her mainly for ray netting.

Skipper Furse fitted out his new boat — she has an enclosed forward wheel house, spacious open working deck and mizzen rigged aft. Her beam is 10 ft. 8 in. and draught 3 ft. 3 in.

Propulsion is by a 44 hp Lister HW3 MQR2 diesel engine, accommodated by a 30 hp air cooled Lister wing engine.

Fuel capacity is 30 gallons in two fifteen gallon tanks beneath the aft locker.

Johamlin - 1st of two 80ft 'sisters'

THE Baltimore boatyard in south-west Ireland run by the Irish Sea Fisheries Board has completed an 80-footer for a Howth owner.

This vessel, named *Johamlin*, is a typical modern Irish trawler and it is not surprising to find a marked similarity between her and modern Scottish trawlers.

She was designed by the Napier Co. of Arbroath and one of the main differences is the absence of a gutting shelter amidships.

The BIM yard starts building right from the tree trunk. These large baulks of Irish oak are cut to make the frames and timbers. Planking and decks are of iroko and a surprising amount of steel is included in the vessel.

This probably reflects the naval architect's involvement with the British fishing boat safety rules where steel is required for bulkheads and some areas of deck.

On *Johamlin* steel is used for the engine compartment bulkheads and deckhead and there is an extensive sub-frame which forms the enginebed. The deckhouse and the forward whaleback are also constructed in steel.

Johamlin is 80 ft. long overall, with a beam of 21 ft. 8 in. Draft is 11 ft. 6 in. and the displacement is about 140 tons. She is of round bilge hull form with a cruiser stern.

The hull is laid out with a store forward to house the auxiliary diesel and its associated machinery. Aft of

this is the fish hold, then the engine room and the accommodation aft.

The messroom and galley are placed at main deck level in the deckhouse. Cooking is by a Calor gas stove and there is a sink with a gas water heater.

Access to the engine compartment and accommodation is from inside the deckhouse, but there is a separate engine compartment access from the deck.

Viability

The main engine is a Greena model 6P24T six-cylinder diesel producing 379 hp at 500 rpm. This size of engine has very good wear characteristics and does away with the need for a reduction gearbox as the drive is taken direct to the Greena CP propeller.

Originally a propeller was fitted, but this has been removed because there was excessive vibration. It is expected to be steering long distances to the ground, the owner was in some doubt about the viability of the engine and the vibration problem made up his mind.

A Norgear gearbox is mounted at the front of the engine to transmit the drive to the auxiliary machinery.

A Bukh diesel type 315 auxiliary engine is mounted forward. This unit produces 56 hp at 1,500 rpm and drives a similar range of auxiliaries as the main engine, so the duplication of the auxiliary machinery is achieved.

On deck the trawl winch



grant. An EEC grant has been applied for and this is expected to be in the region of 20 per cent.

A similar vessel to *Johamlin* is nearing completion at the yard. She will be for Pearce O'Shea of Howth. Her Caterpillar type 379 diesel of 570 hp will drive through a Fernholt CP propeller.

'Versatility' in Ireland

A 30FT Versatility GRP hull was being shipped out this week to Southern Ireland by the Rye Yacht Centre. This will be fitted out at the Malahide Shipyard as a demonstration boat.

Malahide recently took over the agency for Versatility hulls in Southern Ireland.

HULL RANGE EXPANDS AGAIN

TWO MORE GRP hulls are to be added to the Cygnus Marine range this year.

After moving up the scale with a 43-footer, the firm is now to produce GM19 and GM16 models.

They will be shallow draft beach boats suitable for either inboard or outboard engines. The GM19 has been designed with a foredeck and locker, also an aft deck complete with locker, and the first hull is due to appear in about two months.

Gary Mitchell, the Cornish designer who has been responsible for

drawing up the entire Cygnus range, is completing the wooden plan to make the mould of his new boatyard at Mevagissey.

The GM19 is 19 ft. long overall, with a moulded beam of 7 ft. 6 in. and draft, 1 ft. 9 in.

Details of the GM16 have not yet been finalised, but the hull will be of similar lines. Please have not been fixed, but Gary Mitchell said they will be 'very competitive'.

The firm's hull range will now span 18 ft. to 44 ft.



NEWLYN skipper Sam Lambourne has completed the fitting out work on a Cygnus GM 28 boat (above) which is the first of her line to be supplied complete with all the GRP mouldings. This includes the wheelhouse and foredeck. Some 80 per cent of the work was completed by Cygnus and her specification includes: Thornycroft type 16A diesel of 45 hp at 2,500 rpm driving through a PRM gearbox; dual-station Wagner 700 hand-hydraulic steering; Morse twin lever controls; and Spencer-Carter 1,000 lb. line-capstan hauler mounted on a P-bracket. The boat has been named *Kookaburra*.

WORK IS progressing fast on the mould for the Gary Mitchell-designed GM 43 hull. It is seen (left) taking shape at Cygnus Marine's new yard. The first 43-footer is due late this summer.

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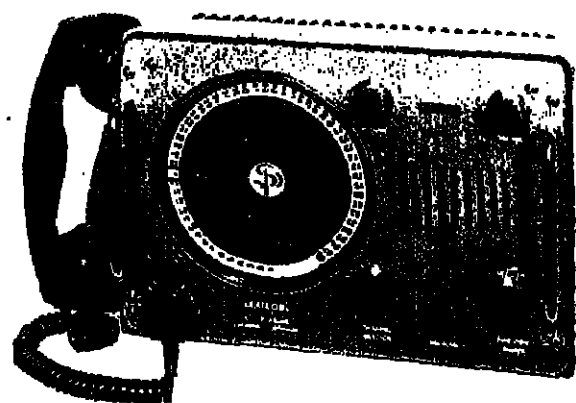
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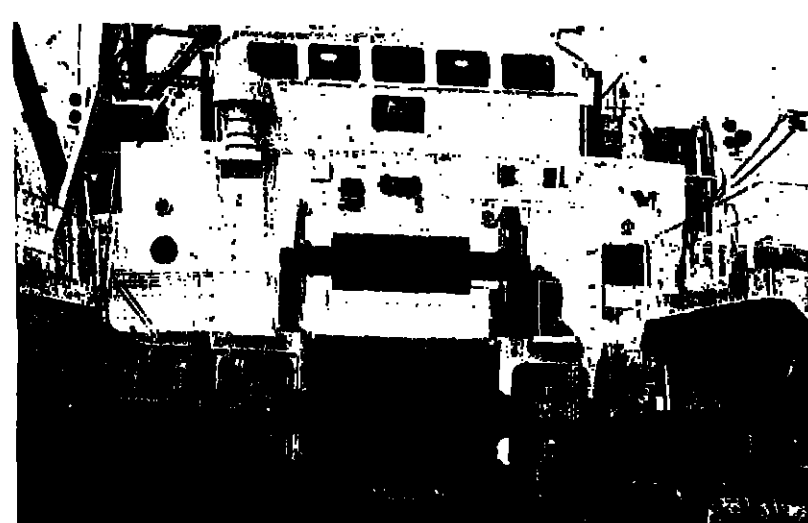
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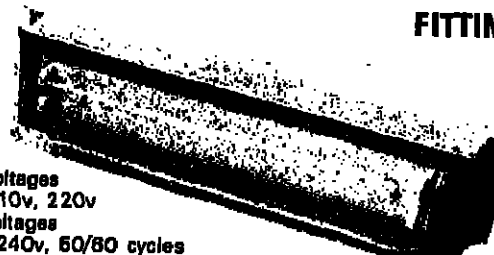
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